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Part 4.

THE
LAKE SUPERIOR
REGION

From the Library of
William Neely of Negaunee
Presented by his daughter,
Mrs. Oscar Hanson of Bessemer



CHAPEL ROCK.



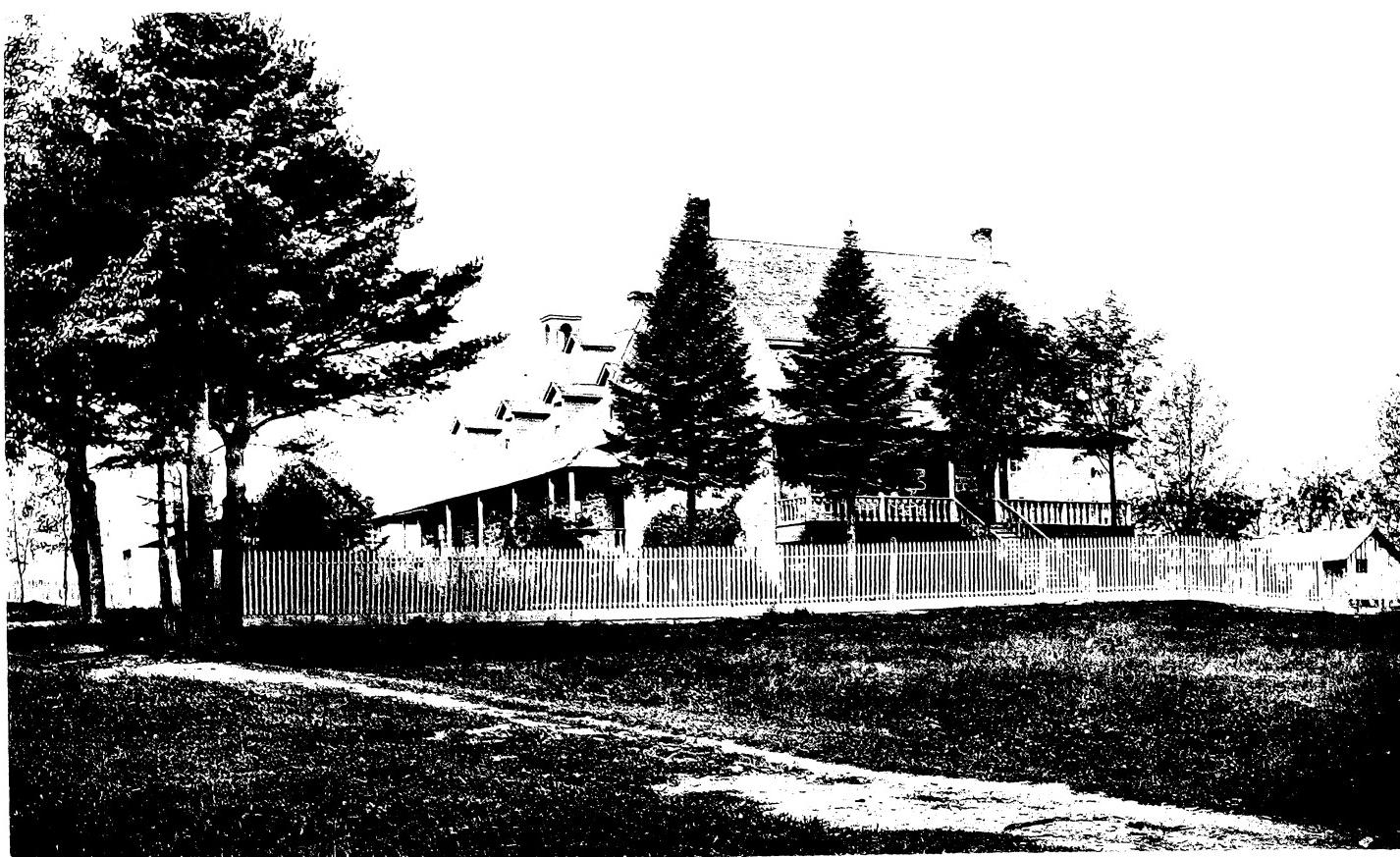
A BREEZY POINT.



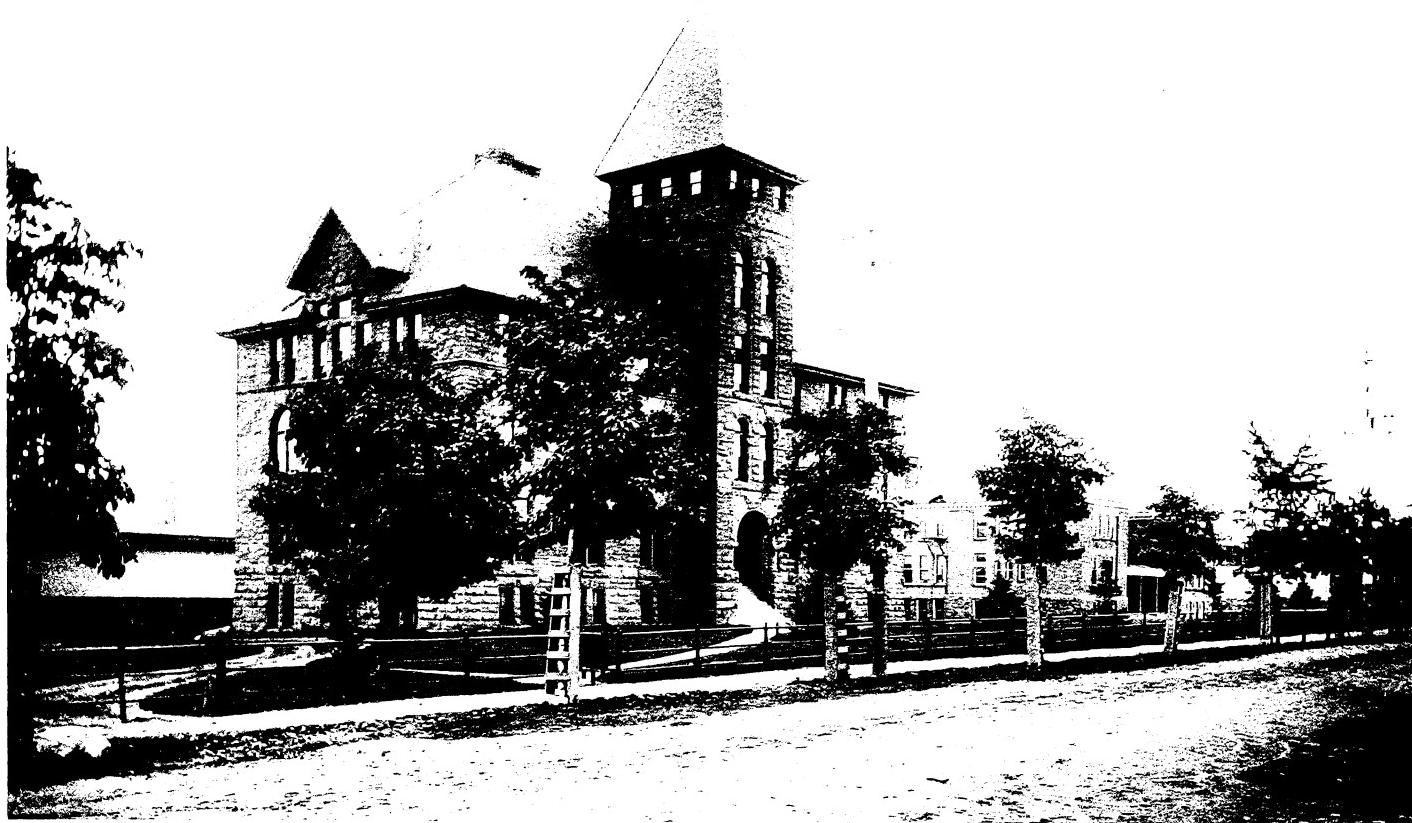
VIEW SHOWING CLIFFS BETWEEN CALUMET AND COPPER HARBOR.



SCENE ON THE DULUTH, SOUTH SHORE AND ATLANTIC RY. NEAR
HOUGHTON.



VIEWS OF THE ASSININS MISSION, FOUNDED IN 1843.

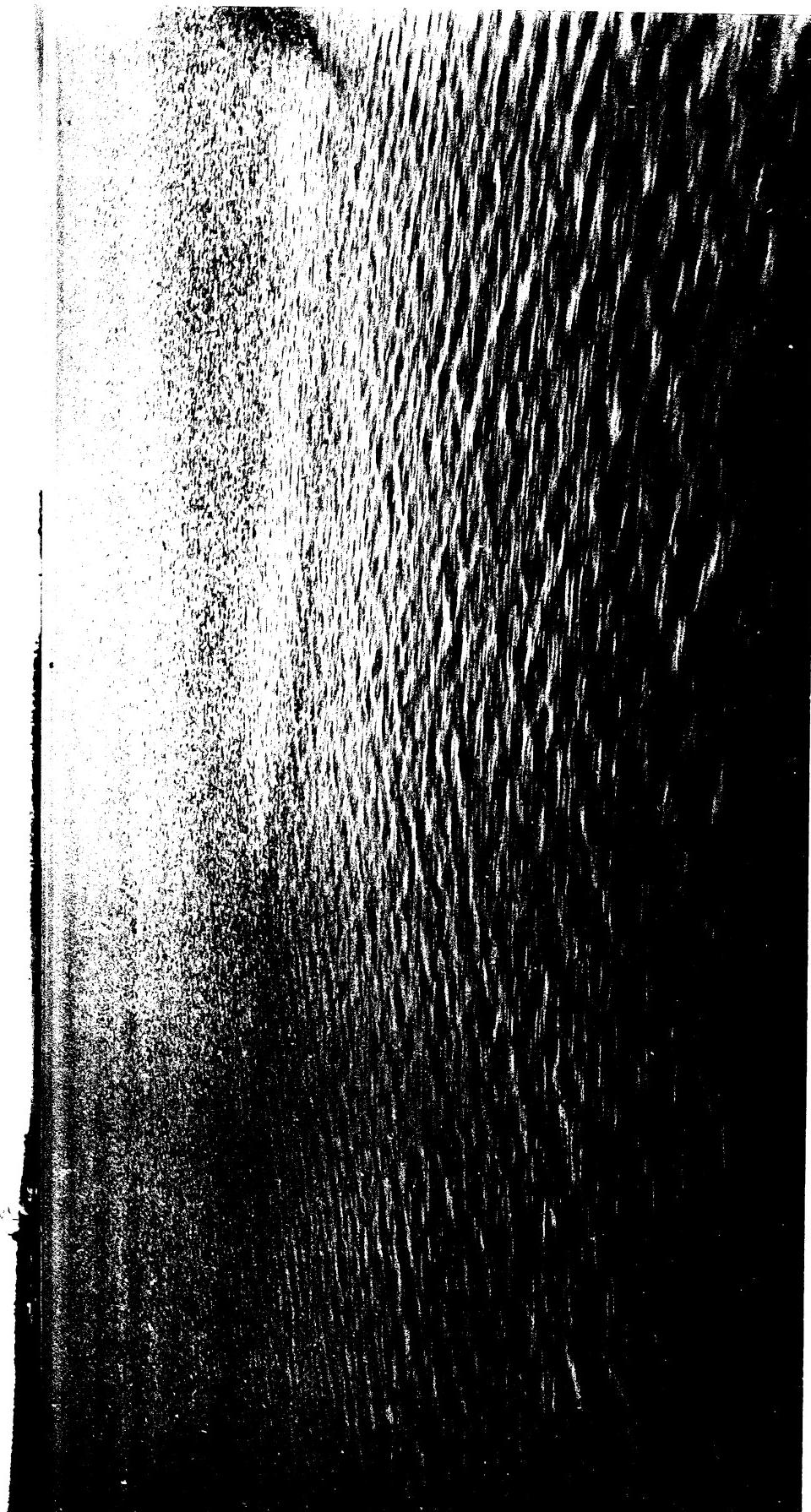


MICHIGAN COLLEGE OF MINES -HOUGHTON.

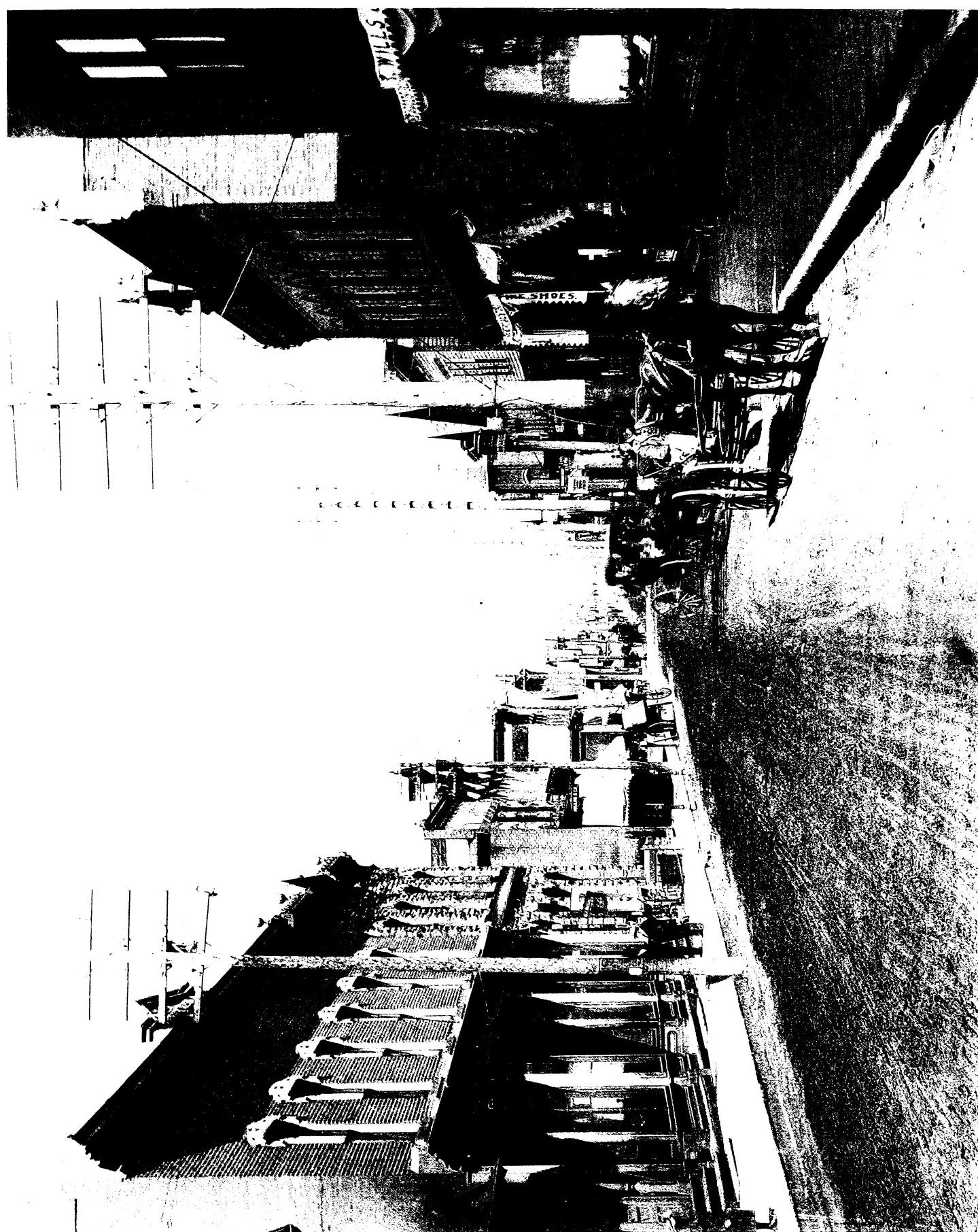


SHELDON STREET—HOUGHTON.

VIEW OVERLOOKING L'ANSE BAY ON DULUTH, SOUTH SHORE AND
ATLANTIC RY.



FIFTH STREET—CALUMET.



The Marquette Iron Co. founded the city of Marquette when they built the Marquette Forge on the lake shore, in 1849. The first families arrived there that summer, but they called the place Worcester. In 1851 it had grown to thirteen log houses, and two frame buildings.

The first Post Office was established at the Entry, in 1851, but was removed in 1852 to Houghton.

1848 saw the first Lighthouse. This was at Copper Harbor, a stone tower, with a tiny dwelling nestling near its base. Manitou was marked in the same way in '49 and Eagle Harbor in '50, but Marquette and the Entry not until '56. These dates will indicate the comparative development of the different sections.

By 1850, several boats were plying the lake. The Astor was alone in '43, and came to an untimely end on the rocks at Copper Harbor, in '44. The Algonquin, Uncle Tom, Fur Trader, and other sail, besides two steamers, the Independence, and Julia Palmer had been portaged over, or had come around the Sault rapids in sections, but some of these were already lost. The arrival of one of them was the signal for a jubilee. Every man struck work, and started for the landing, and distance counted nothing when mail and supplies came with each boat, and more, perhaps, were drawn by the desire to touch hands with some one fresh from the outside world. Scheduled time was unthought of, but the loud blowing of whistles, and the instant calling into service of every means of making a noise, notified all within ear shot, of the arrival, and in some mysterious way the news seemed to spread far and wide beyond those limits. Every boat brought new arrivals. Families were coming in rapidly now, and none lived to, or for, themselves. Every man's home was every other man's castle. The complete isolation of the long cold winters, drew them closely together, and threw them absolutely upon each other.

Two or three times in the winter, and later once a month, the mail-carrier, with his dog-train, brought the mail through from Green Bay. Even from Marquette, in those early days, some special messenger tramped to L'Anse for letters. There was no attempt to carry anything else overland. Rarely, the pressure of important business forced some sturdy fellow to accompany the carrier over the long miles of frozen wilderness, to the outer world, to return with the boats the succeeding summer, but they were few, and the business had to be pressing.

About '53, or '54, they succeeded in having the mail brought through weekly, but many a bag of papers was hung up on the trees, until the thawing, and freezing of early spring gave a hard crust, and permitted their rescue.

From 1850, to 1860, the whole country changed and developed wonderfully. In '55, the Sault canal was opened, and the old side-wheeler, the "cranky" old Illinois, was the first boat through. Thereafter development leaped forward.

By 1860 the Cliff had paid \$7,000,000 in dividends, and was the bonanza of its time. The Clark was employing many men, and making much surface, and little underground improvement. The Central had been discovered, and like the Phoenix, Copper Falls, and Northwest worked steadily, but unprofitable. Then the Quincy began to earn more than it expended.

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